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Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 NEA-09 ISO-00 CAB-05 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 RSC-01 FAA-00 PM-03

H-02 L-02 NSC-05 PA-02 PRS-01 SP-02 SS-15 USIA-15

OMB-01 TRSE-00 /090 W
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R 311209Z DEC 74
FM AMEMBASSY PARIS
TO SECSTATE WASHDC 5490
INFO AMEMBASSY BONN
AMEMBASSY MADRID
AMEMBASSY LONDON
AMEMBASSY THE HAGUE
AMEMBASSY BEIRUT
FAA BRUSSELS

UNCLAS PARIS 31184

E.O. 11652: N/A
TAGS: EAIR, FR
SUBJECT: CIVAIR: FRENCH AIRCRAFT INDUSTRY

REF: PARIS 30036 (NOTAL)

1. REFTEL REPORTED GOF CURRENTLY GIVING THOUGHT TO NEW CIVIL AIRCRAFT THAT COULD BE BUILT BY FRENCH INDUSTRY, IN PARTICULAR USING CFM-56 ENGINE BEING DEVELOPED JOINTLY BY GE AND SNECMA. AT RECENT PRESS CONFERENCE CHRISTOFINI, HEAD OF AEROSPATIALE, THREW SOME LIGHT ON DIRECTIONS SUCH THINKING IS TAKING. HE CITED FOLLOWING POSSIBILITIES: (A) DERIVATIVES OF A-300 AIRBUS, ESPECIALLY A LONG-RANGE VERSION WHICH, HE SAID, COULD REPLACE 707 AND DC-8 ON LOW-DENSITY ROUTES; (B) MEDIUM-RANGE AIRCRAFT THAT WOULD FIT INTO PLANS FOR FLEET MODERNIZATION BY EUROPEAN CARRIERS; AND (C) CARGO AIRCRAFT OF 6 TO 8 TON PAYLOAD THAT WOULD HAVE
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MILITARY AS WELL AS CIVIL APPLICATIONS AND BE OF SPECIAL

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INTEREST TO LDC'S. INTENTION WOULD BE TO DESIGN ALL OF FOREGOING TO PERMIT USE OF CFM-56 ENGINE. CHRISTOFINI ADDED THAT DURING 1975 THERE WOULD BE FURTHER TALKS WITH EUROPEAN CARRIERS AND CONSTRUCTORS, AND ONLY WHEN AIRCRAFT NEEDS FOR THE 1980'S WERE KNOWN WITH GREATER PRECISION WOULD APPROACH BE MADE TO GOF FOR FUNDING OF R&D COSTS OF NEW CIVIL AIRCRAFT CONSTRUCTION PROGRAMS. (COMMENT: FROM (A) ABOVE IT APPEARS THAT AIRBUS INDUSTRIE IS STILL THINKING OF LONG-RANGE FOUR ENGINE DERIVATIVE OF A-300. DEVELOPMENT OF THIS AIRCRAFT AND FUNDING WOULD REQUIRE ACCORD OF OTHER PARTNERS IN AIRBUS CONSORTIUM, HOWEVER.)

2. CHRISTOFINI SAID THAT THERE WERE NO PLANS AT THIS TIME TO DEVELOP AN IMPROVED VERSION OF CONCORDE. (COMMENT: THIS CONTRASTS WITH CAVAILLE REMARKS REPORTED REFTEL RE POSSIBILITY LAUNCHING STUDIES ON IMPROVED VERSION OF CONCORDE DURING SECOND HALF OF 1975, THOUGH ADMITTEDLY CAVAILLE REMARKS WERE HEAVILY QUALIFIED.)

3. CHRISTOFINI ALSC REVEALED THAT AEROSPATIALE'S FINANCIAL PROBLEMS (PARIS 24728) HAD BEEN SOLVED FOR THE TIME BEING BY GOF DECISION TO INCREASE THE NATIONALIZED COMPANY'S CAPITALIZATION BY 550 MILLION FRS.
RUSH

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